

I. C. A. GAINING MEMBERS.
Twelve Have Been Added in Last Two Months to Its List.

In the last two months twelve new members have been added to the Manufacturers' Continental Association, making a total to date of forty-eight. It is expected that about twenty more will join the association in the next month. The movement to interest the makers of commercial cars has proved successful and the association now has in hand preliminary data as a basis for its recommendations to the board of the A. A. C. on the proper rules for commercial car contests. Howard Marmon, chairman of the general rules committee of the M. C. A., will soon appoint a special committee of five which will have the same relation to commercial contests as the present active rules committee of five has to pleasure car regulations. Those who retain their membership in the M. C. A. are the makers of Apperson, American, Alco, Brush, Buick, Benz, Chalmers, Columbia, Stoddard-Dayton, E. M. F., Flanders, Fiat, Franklin, Lancia, Hudson, Knox, Locomobile, Lozier, Maxwell, Mitchell, Moline, Everett, National, Palmer-Singer, Renault, Reo, Stearns, Selden, Thomas, White and Overland cars. The newcomers include the Cole, Cadillac, Motor Car Manufacturing Company, Ohio, Case, Grabowsky, Rapid, Saurer and the Daimler Import Company.

GRANT PREFERS TO FISH.
He'll Hurry Back to Maine After Racing at Indianapolis.

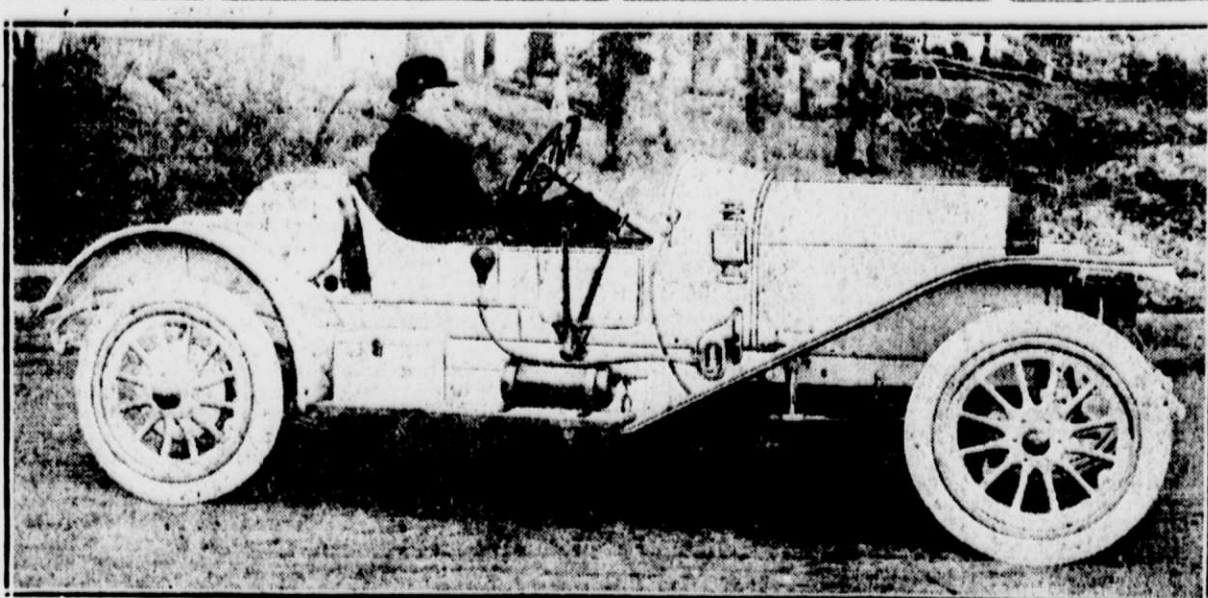
Harry Grant, the racing driver who has won the Vanderbilt race twice in succession driving the same also stock car in New York last week looking after the car which will be used at all the important road races this season. It will make its first appearance at Indianapolis in the 500 mile race on May 30. The only thing that is worrying Grant now is that he will have so many races to drive this summer, that he will not be able to spend enough time up in Maine fishing. "I bought my place at Liberty, Me.," says Grant, "after having spent two summers on it. It contains twenty-two acres and the house is a very comfortable bungalow with four chambers, big living room, a fireplace that is mighty pleasant on cold mornings. You'll see me setting out for that spot just as soon as Indianapolis is over. "I'm always up with the sun and usually get a string of fish for breakfast. There are landlocked salmon, square tailed trout, good bass and the fattest white perch you ever saw. My but they are good fresh out of the lake water. I bought this place this year and it is a mighty comfortable feeling to know that I have that place in the lovely Maine lakes to go to when I want a thorough rest. "When we broke our chain in the Lowell race it was reported at the grand stand that we had overturned, that my mechanical was killed and that I was badly hurt. They tried to keep it from Mrs. Grant, but in some way the news reached her. She absolutely refused to believe it, saying that she knew it must be a mistake. "Almost identically the same thing happened at Savannah. I was particularly careful to report back to the grand stand exactly what had happened, but in some way the report got around that we had smashed into a tree, broken up the machine and were both badly injured. She sat through the race with a very firm formation, but again she was not disturbed by it. "She is of great assistance to me in the preliminary work of a race and gets out every morning during the practice with a stop watch to time my work and has frequently ridden ninety miles an hour with me."

DISBROW FAVORS IT.
New Organization for Racing Drivers Is to His Liking.

Louis Disbrow, who is to drive his new Pope Hummer in the Jacksonville beach races, is one of several drivers who have expressed enthusiastic opinions on the banding together of the racing pilots into an association which is now being formed to protect their interests and make racing on road and track more safe. In a letter which he sent to a friend Disbrow, writing about the new association, said in part: "When the subject of organizing the race drivers was first spoken of I thought it a very good plan for the betterment of racing and for ourselves as a body. None of us wishes in any way to interfere with the American Automobile Association or its rules and regulations. It has given us fair treatment and we feel we owe a great deal. "However, we know that it has been very much engaged in order that the entrant and manufacturer of cars should have an equal chance and has not as yet looked into the driver's question as closely as we feel it will do later. Anything that I or the Pope Hartford Company of New York can do to further the interests of the proposed organization will be done most cheerfully."

CAR TO RIDE THE RAILS.
Plan for Abbott-Detroit Building to Go From Vancouver to Montreal.

CHICAGO, March 25.—Dr. Charles G. Percival of New York city, who is driving the Abbott-Detroit Bulldog, arrived today from Omaha, where he left the Bulldog, to arrange with railroad officials to drive the car across the continent with special railroad flanges on the wheels. After its Mexican invasion the Bulldog will go up the Pacific coast as far as Vancouver, B. C., pehnding a route to be known as the international highway, which will go through three countries, namely Mexico, the United States and British Columbia. On its arrival at Vancouver the present idea is to fit the car with special demountable rims similar to those used by regular



ONE OF THE NEW NATIONAL ROADSTERS.

railroad coaches and to drive the car under its own power over the rails from Vancouver to Montreal, a distance of 2,000 miles. In order to do this the car must be routed and despatched and have the standing of a special train and will carry a regular conductor and train despatcher in the employ of the railroad. The country through which it is proposed to make this unique trip is for nearly a thousand miles impassable by any other means, and the only way to go from Vancouver to Calgary would be to use the rails as suggested. The route lies over the Canadian Rockies and in places the grade is as much as 161 feet to the mile. It is expected that Vancouver will be reached about the first of June, and the Bulldog hopes to be in Ottawa at the time that the 1911 Gidden tourists arrive.

NEW CONTEST RULES LIKED.
Labelling the Vintage Year of Cars Especially Approved.

"As to the new A. A. C. contest rules, I am thoroughly in favor of them and so is every other manufacturer who is in racing for the real good of the automobile industry and for the education of the public," says George M. Dickson of the National Motor Vehicle Company, which has entered several National 40s in the beach races at Jacksonville and in the big 500 mile contest on the Indianapolis Motor Speedway. "Under the new rules there will be closer mechanical inspection by a paid technical committee of experts. In the past the best possible supervision could not be had, owing to the fact that the technical committee gave its services gratis and naturally could not be expected to devote as much time to its work as it will under the new arrangement on a salary basis. Much closer inspection will result in the elimination of contestants who are inclined to evade the rules and will safeguard the public, who are not familiar with the full details of what constitutes a strictly stock car. "One of the most important additions to the rules is the one which compels each maker to carry in his advertising the registration number of the model with which he wins races. "The A. A. C. contest board assigns registration numbers to each stock model. A certain series of numbers cover stock cars of 1910, another series those of 1911 and still another series of numbers will cover stock cars of 1912. Under this arrangement the public will know whether the car winning a race on the track is a model of the current year or an obsolete model, which the manufacturer has discontinued building, possibly because it was not properly constructed for general service. "In the past under the old rules a manufacturer could race an obsolete stock model and by the wording of his advertising create the impression in the minds of the public that that obsolete model which was really a stock car model which he was delivering to his customers during the current year. The public will very shortly familiarize themselves with the meaning of these stock car races, and under this new rule it will not be possible to mislead them, as has been done in some cases in the past. "It has been the policy of the National company to race current stock models in stock car races. In the 1910 stock races the National 40 stock cars competing were 1910 stock cars. In the 1911 stock races we will enter 1911 stock cars. "This new rule is a movement in the right direction and for the first time in the history of motor racing the manufacturer who really races stock chases in both the letter and the spirit of the rules will get the full credit due him and the automobile public will be afforded an index by which it may gauge with entire safety the performance of the cars they are going to buy. "Another benefit that will accrue to the public is that the manufacturers will be constantly on the alert to improve each year's product so that no succeeding

year's performance will fall below that of the year before. "In this way the public will get the full benefit of motor racing, as it will not only be the greatest sport on earth but will be a most valuable demonstration of the car's ability to back up the claims the manufacturer makes for it."

WHAT THE POLICE CAR DID.
Winter Work of a Chalmers Runabout in the Hands of Bluecoats.

Spring having come the flying squadron of the Detroit police department is again using motorcycles. The Chalmers 30 torpedo runabout which was used during the winter has been returned to the Chalmers factory accompanied by the following report from Frank H. Croul, Commissioner of Police: "I beg to submit the following report of the work performed by the police department with the assistance of the Chalmers 30 runabout which you so kindly loaned us for use in regulating traffic during the winter months: "Period car was in use, December 13, 1910, to March 8, 1911. "Number of speed violations detected, 129. "Number of complaints for speeding, 80. "Number held and warned for speeding, 113. "Number of violations of the license law, 99. "Number of complaints made for license violations, 2. "Number warned for violation of license law, 97. "Number of miles travelled in patrolling, 3,131. "Permit me to thank you very much for the use of your machine. It was of immense value to this department in preventing and detecting reckless driving, as well as averting the statement of work accomplished. The car has been returned to the Chalmers factory in perfect condition. I am informed that no trouble of any kind was experienced in operating it. "This car was used during a period when the streets were covered with snow and when automobilism was particularly strenuous and dangerous. The car was in actual use about eighteen hours a day during the period of its police service."

THE MICHELIN PRIZE.
Reason for the Tire Maker's Interest in Aviation.

Two years ago Michelin, the automobile tire manufacturer, offered \$20,000 for an aeroplane flight from Paris to Clermont-Ferrand to be made in less than six hours. To give every aviator a chance to win this award the offer was to stand for ten years. Renault, an almost unknown aviator, won the Michelin prize not long ago, just two years after it was first offered. Renault with a passenger flew the 200 miles in 5 hours and 8 minutes, and landed safely on the summit of the Puy-de-Dome, where the city of Clermont-Ferrand is situated. This point is 4,800 feet above sea level. The available landing space is only 120 feet by 300 feet. In an interview with Mr. Michelin two years ago, just after he posted the \$20,000 prize, Wilbur Wright, speaking of the conditions said: "I do not think your grand prize journey from Paris to Clermont-Ferrand will be realized for a long time. It is not the distance that will retard aviators—with a little training it is not difficult to cover long distances. "What I am afraid of is crossing the valleys, where air currents from all directions will be met. The main idea of successful aviation is to try to find reasonably still air, or at least constant currents. This can be done only by studying the route, even if it has to be traced by going a long way round, and you impose a six hour limit. I studied the altitude of Clermont on the Puy-de-Dome and found the slopes of the mountain very steep. It will be a difficult

task to get to the top. The proposition seems to me a difficult undertaking, at least for the present. However, aviators have until 1918 to win."

The successful flight of M. Renault recalls the trial for the \$20,000 Michelin prize made last September by Weymann, who was obliged to land only thirteen miles from Clermont-Ferrand. Weymann ran into a fog and blinding rain and after circling around helplessly for an hour and three quarters was forced by darkness to descend at Volvic.

Even though Weymann failed to win the Michelin \$20,000 prize, he broke the world's record for a non-stop passenger flight, and also the record for the greatest distance travelled in twenty-four hours. Following Weymann the two Moranes last October made an unsuccessful attempt for this prize, which unfortunately resulted in serious injury to the elder brother. In an interview with M. Michelin, donor of the \$20,000 prize, on the day that it was captured by Renault he said that he had taken an active interest in aviation because aviation stimulated inventors to perfect a lightweight powerful engine. This perfected engine could of course be easily adapted to automobiles, enabling the manufacturer to turn out lighter cars, which would mean less wear on tires.

ENTER THE VAUGHAN CAR.
What Wyckoff, Church & Partridge, Inc., Are to Sell Hereafter.

A new corporation, Wyckoff, Church & Partridge, Inc., has been organized for the purpose of taking over the W. A. Wood Automobile Manufacturing Company of Kingston, builders of the new Vaughan pleasure type of automobile, and with this enterprise has been combined the American license of a well known make of English commercial car known as the Commer truck. This new enterprise represents a reorganization of the old firm of Wyckoff, Church & Partridge, and it is proposed to develop and build the 30 horsepower type of pleasure automobile as designed by Guy Vaughan, the tryout car of which model was completed at the Wood plant a year ago and after a strenuous test which has extended over the East all since that time, was refined, resulting in the new standardized model. The Wood plant is situated alongside of the West Shore Railroad at Kingston, N. Y., and three sidings branch out from the railway line, connecting with the various parts of the building in such a way as to enable the railway to shunt freight cars to the receiving room, to the shipping department and to the yard. The main building is 357 feet long by 162 feet wide, of slow burning construction from the insurance point of view. It has internal arrangements that are in accord with the most approved plan of automobile building, permitting of the movement of raw material into the plant, distributing the same to the machine tools as they are located on either side of the inspection rooms, with facilities whereby beyond the store room on the same side assistants will be in a position to inspect each operation of each piece quickly and precisely. The plan includes a tool room which is at the immediate left of the main building upon entering from the railway and adjoining the tool room is a separate and completely organized experimental department, where in it is proposed to do the advanced experimental work without permitting it to interfere with the standardized operations in the plant proper. Further down in the building and to the left the store room is placed, this being convenient to the railroad and centrally situated with respect to the delivery of stock and parts to the shop. Beyond the store room on the same side of the building a space is set aside for the assembly of small parts. The building is contrived with a centre bay, which is now being devoted to the putting together of the Commer cars as they are received from the home plant in England. It is the aim of the company at Kingston to take the Commer

trucks as they are imported and by a fixed method of procedure put them through an inspection process, testing the units and the final assembly, thereby making it possible to guarantee the performance of these freight automobiles in the service to which they may be devoted. Passing through the main building, after going by the commodious office building, the visitor is confronted by a power house on the left and a laterally disposed building with an extension which will be an important part of the manufacturing establishment under the new plan. The power house is equipped

with an adequate power plant, including compressed air machinery and a super-humatory motor to take the work in the event of a mishap to the main source of power. The lateral building is to be devoted to the assembling of motors, heat treatment work, a commodious forge, including steam hammers and a buffing and finishing department. It is contemplated that a casting department will be established in the near future and a pressed steel division is also to be added. Under the comprehensive plan that is being put into force the final chassis testing and tuning up processes will

take place in the large shop facing the main road, it being the idea that the automobiles will be given a road test of from 100 to 150 miles, and it is convenient to run the cars in and off the road, utilizing this building for the purpose. Pending the time that the Guy Vaughan pleasure automobiles will be available to customers there is much to do in the making of adequate preparations, and the recreation of the Commer truck is getting following its six or seven years of attainment abroad, is enough to absorb the activities of the organization of the firm of Wyckoff, Church & Partridge, Inc.

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1150
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OUR PROOF

We will enter Buick Cars in any all-around contest that is of interest to purchasers. We challenge any stock cars of their respective prices to make side-by-side comparisons for beauty, finish, detail, hill climbing, riding qualities, speed, fuel economy, tire economy and reliability. If you can find cars that will enter such a contest and measure up to Buick standards they are good cars.

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As a rule the companies that have crude automobiles show the best illustrations and advertise the great advantage of vanadium steel, nickel steel and heat-treated parts fitted to one one-thousandth part of an inch. They tell you about big factories that produce at lower prices than any one else. The materials used in BUICK Cars are the best obtainable and our factory at Flint, Michigan, is the largest automobile factory in the world. This, however, is not the scale by which cars should be measured—they should be measured by what they do. If cars are well made, of good material, and by good workmen they will perform well.

TESTS

Fair and honest tests are all we ask for BUICK Cars. We daily prove all our claims to dozens of people who take demonstrations over the BUICK Route. We heartily invite you and all our friends and competitors in the trade to call and go over the route in BUICK Cars. People who have been over the BUICK Route in a BUICK Car say "We have had the best demonstration we ever had in an automobile." TRY IT.

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